

4. Comments and Responses

The Draft SEIS was published on March 23, 2007. Public comments were accepted during the comment period, which closed April 23, 2007; however, two letters were received after this date. An open house for the Draft SEIS was held on March 29, 2007 at the North Bellevue Community Center.

The City received a total of five comment letters on the Draft SEIS, including letters from Lake Washington School District No. 414, Sound Transit, PS Business Parks, City of Bellevue, and Microsoft Corporation. Two additional emails were received on the Draft SEIS by individuals. All of the comments are reproduced in this chapter, along with written responses by the City which reference changes made to this document in response to specific comments.

In addition to changes made based on public comment, the transportation analysis (Section 3.6.3 through 3.6.6) was also updated with additional transportation modeling to reflect three changes to the Action Alternative:

- The addition of the SR 520 Eastbound slip ramp to 152nd Avenue NE in Overlake Village;
- A site-specific proposal for a hotel in Overlake Village; and,
- Additional development on the Group Health site, including a hotel and approximately 300,000 square feet more retail and office space than analyzed in the Draft SEIS.

The updated modeling also included analysis of the traffic effects at three intersections in or near the Viewpoint Neighborhood in response to public comment given during the Public Hearing held by the Redmond Planning Commission on the ONP update and Group Health proposed amendment.



Lake Washington School District No. 414

DON SAUL
Superintendent

JANENE FOGARD
Deputy Superintendent

CHIP KIMBALL
Deputy Superintendent

P.O. Box 97039
Redmond, Washington 98073
425 702-3257
www.lwsd.org

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April 23, 2007

Ms. Lori Peckol
City of Redmond Planning Department
P.O. Box 97010, MS: 4SPL
Redmond, WA 98073-9710

Re: Overlake Neighborhood Sub-Area Plan Update - Supplemental Environmental Impact Statement

Dear Ms. Peckol:

On behalf of the Lake Washington School District (the "District"), thank you for the opportunity to comment on the Supplemental Environmental Impact Statement ("SEIS") for the Overlake Neighborhood Sub-Area Plan Update ("ONP") proposed by the City of Redmond.

As you know, a significant portion of the Overlake Neighborhood sits within the District's service area. However, while the SEIS notes that "[d]evelopment is supported by public facilities" and that "[i]n analyzing the impacts of development, the availability of public facilities and services must be considered", the SEIS omits schools from the list of public facilities included in the SEIS analysis. SEIS, p. 139. The SEIS does reference that "other public facilities and services" were considered as a part of the ONP and are discussed in the *Redmond Overlake Mixed-Use Core and Surrounding Study Area Report on Existing Conditions and Opportunities and Challenges to Redevelopment* (April 2006) and the *Overlake Existing Conditions Supplement* (February 2007). It is unclear whether these documents analyze the impacts of the ONP on school facilities. As such, the District provides the following information to the City of Redmond.

We understand that, under the Action Alternative, the ONP would add 7,383 multi-family units and 1,365 single family units by 2030. (Under the No Action Alternative, the ONP would include 3,890 multi-family units and 1,365 single family units by 2030.) From the map included on page 3 of the SEIS, it appears that the majority of the residential area is located within the District's boundaries.

The following District schools currently serve the Overlake Neighborhood: Audubon Elementary, Redmond Elementary, Rush Elementary, Redmond Junior High, Rose Hill Junior, and Redmond High School. The current capacities and enrollments of these schools are noted below:

School	Permanent Capacity	Current Enrollment	Available Capacity/Deficiency
Audubon Elementary	391	436	(45)
Redmond Elementary	391	383	8
Rush Elementary	368	404	(36)
Redmond Junior High	896	840	56
Rose Hill Junior High	504	520	(16)
Redmond High School	1,419	1,494	(75)

As demonstrated above, the schools serving the Overlake Neighborhood are all currently over or near capacity. As such, any new residential development in this area will impact school facilities.

Applying the District's current student generation rates, which reflect the average number of students generated by dwelling type, to each alternative will generate new students as follows:

	Elementary	Middle	High
Single Family	.422	.124	.087
Expected Students (1,365 SF units)	576	169	119
	Elementary	Middle	High
Multi-Family	.077	.022	.022
Expected Students (3,890 MF units)	300	86	86
Expected Students (7,383 MF units)	569	162	162
Total – No Action Alternative	876	255	205
Total – Action Alternative	1,145	331	281

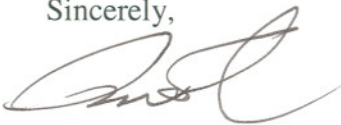
Using this data, the Action Alternative would generate 1,757 new students at full build out in 2030 and the No Action Alternative would generate 1,336 new students at full build out.

Regardless of the chosen alternative, development in the Overlake Neighborhood will impact the District's capacity. As noted above, the schools serving this planning area are all currently over capacity. Students generated from residential development in the Overlake Neighborhood will only exacerbate the capacity deficiencies. The impacts at the elementary school level are particularly significant. The payment of school impact fees pursuant to City ordinance will offset some, but certainly not all, of the costs associated with providing capacity improvements necessary to serve new development. Furthermore, the SEIS should provide for a mitigation alternative in the event that the City of Redmond were to repeal its existing school impact fee ordinance.

Please add this information to the SEIS if it is not already included in the existing environmental documents.

If you should have any questions concerning the District's comments on the SEIS, please call.

Sincerely,

A handwritten signature in dark ink, appearing to read "Don Saul", with a stylized flourish at the end.

Dr. Don Saul
Superintendent



July 30, 2007

Dr. Don Saul, Superintendent
Lake Washington School District No. 414
PO Box 97039
Redmond, WA 98073

Dear Dr. Saul,

Thank you for your comments on the Overlake Neighborhood Plan (ONP) Draft Supplemental Environmental Impact Statement (SEIS). We appreciate your comments as well as the information you provided on school demand.

Schools are an important and vital part of the public services and facilities that support growth in any area. In response to your comments, we've added a subsection to the Public Facilities and Services discussion in the ONP Final SEIS (Section 3.13.5). The information you provided on school demand expected to be generated by projected residential growth under the No Action and Action Alternatives, as well as the capacities and enrollments of schools that serve the Overlake Neighborhood was added to this subsection.

The recent establishment by City ordinance of required school impact fees is a positive step towards offsetting many of the costs associated with providing capacity improvements at Lake Washington schools. The City will implement this new ordinance under either the No Action or Action Alternative.

If you have any further questions regarding the ONP project or the Final SEIS, please contact Lori Peckol at 425.556.2411 or lpeckol@redmond.gov.

Sincerely,

Rob Odle
Planning Director

Lori Peckol
Policy Planning Manager

To: Mr. Robert G. Odle, Responsible Official
City of Redmond Planning Department
P.O. Box 97010
MS: 4SPL
Redmond, WA 98073-9710
Overlake@redmond.gov

From: PS Business Parks, L.P.
701 Western Avenue
Glendale, CA 91201

Date: April 23, 2007

Subject: Overlake Neighborhood Plan ("ONP") Draft Environmental
Impact Statement ("DEIS") Comments

Thank you for the opportunity to comment on the ONP DEIS. As the recent purchaser of the Overlake Business Center ("OBC"), PS Business Parks ("PSB") now owns and manages two of the larger parcels in the study area. PSB acquired OBC with the intent to operate the property as a business park in its current configuration for the foreseeable future.

Summary and Proposed Next Steps:

PSB has carefully reviewed the DEIS in the context of its role as one of the larger propertyowners in the DEIS study area. We believe the DEIS could do a far better job in recognizing the important role currently played by business parks in the area such as OBC, a role that: 1) provides important products and services to companies in Redmond and surrounding area; and 2) provides significant revenue to the City to provide public services. We also believe that the Action Alternative outlined in the DEIS is unlikely to actually occur in specific developments for many years, for the reasons set forth below. Given all this, we urge the City to: 1) correct the DEIS deficiencies identified below in the FEIS; and 2) provide through legislative amendments increased flexibility to business parks in the area for a number of years, so that they can continue to meet the needs of businesses and citizens in the area, and provide the City with a steady source of revenue. Otherwise the City faces the prospect of unintentionally driving out of Redmond many small and medium size businesses, leading to decreased public revenues and the spectre of deteriorating properties due to the slow strangulation of uses now underway.

Specifically, we request the following actions related to Permitted Uses in the OBC's zoning district:

1. Retain all currently permitted uses

2. Restore all uses permitted under the previous zoning that represent business types that represent viable market demand.
3. Allow new types of businesses as Permitted Uses (see highlighted chart attached).

Background on PSB-

PSB currently owns and operates approximately 20 million square feet of commercial real estate in strategic markets throughout the U.S. As a publicly traded real estate investment trust ("REIT") we are committed to shareholder returns. Our business strategy is to acquire and manage multi-tenant commercial real estate in high growth U.S. markets. OBC, in its current form, fits this strategy perfectly.

PSB is somewhat unique in that we focus on business parks that cater to small business. At OBC, we have approximately 493,000 square feet and 175 customers. That makes our average customer less than 3,000 square feet. Assuming 250 square feet per employee, our average customer employs approximately 11 people. PSB is dedicated to operate OBC in the most professional manner, as we do with all our real estate across the U.S. When PSB acquires a property like OBC, our strategy is to own and manage the property indefinitely. As a result, every decision we make is with this in mind. This benefits the property, customers and community.

Properties like OBC are increasingly rare and in demand. With the shrinking supply of well located business parks, the City of Redmond will find it difficult to attract small business that both support the local economy and large employers in the area. We estimate that 50% of the existing businesses at OBC provide convenient products and services to the local community and the other 50% offers critical support to larger companies in the area. It is an important to recognize that approximately 75% of prospective customers choose OBC because of its proximity to larger companies in the area. The vast majority of these prospects are not currently allowed by the RC zone. There is clearly high demand for the OBC in its current configuration.

Across the country, PSB has a front-row seat to witness the growth of small business in America. We see small companies grow and prosper every year. We not only enjoy the success of our well executed business strategy, but also knowing that we partner with thousands of small businesses that provide essential jobs and economic vitality to local communities.

The OBC Neighborhood Plan Update provides the opportunity to add more flexibility to the zoning that applies to the OBC. This increased flexibility would make the zoning more consistent with the Redmond Comprehensive Plan's Economic Vitality element (please see attached).

We appreciate The City of Redmond's planning efforts to date. The EIS does a good job in articulating the City's long-term vision for the Redmond OBC area. The EIS could be improved in the FEIS, however, to better evaluate the No Action alternative and state more clearly the many interim implementation steps and phases which must take place before the long-term vision is likely to actually be built. The long-range goal of creating

the regulatory framework and public infrastructure necessary for the Overlake Neighborhood to ultimately transform into a more urban area is one we share. We look forward to working with Redmond to refine the Neighborhood's future vision as this process continues. Having said that, it is equally important, from a policy, financial and functional viewpoint, to allow existing uses and businesses to prosper and evolve in the intervening years, and ensure that none of the sub-area policies ultimately adopted inadvertently drive these services and businesses out of Redmond. Striking the right balance between allowing existing uses and businesses to prosper and providing a long-term framework and incentives to move to the City's vision, is a delicate balancing exercise, one which we ask the City staff and Council to be mindful of as it proceeds. The FEIS presents an opportunity to inform this discussion and discussion, and we set forth below our specific suggestions for the FEIS contents.

Most importantly, it is clear the area's transformation will take a very long time to occur. Therefore, we also look forward to a cooperative approach from the City to protect and enhance the economic viability of existing land uses. This is consistent with Economic Vitality policy EV-16, which reads:

D. Partnerships
EV-16

Recognize that economic vitality requires the City to enter into a number of partnerships with other agencies, businesses, non-profits, and other organizations and participate in partnerships, which are of value and further the City's economic vitality goals.

General Comments on the DEIS Action Alternative and Suggestions for the FEIS Evaluation:

The DEIS describes the Action Alternative at Section 1.6.2 and Table 1-1. In terms of development beyond that contemplated by the No Action alternative, the DEIS contemplates: 1) development of two light rail stations and build-out of an entire East Link system which does not presently exist and is not at this time funded or authorized; 2) an additional 3,493 multi-family dwellings; 3) an added 3.56 Million square feet of office, retail and industrial development; 4) funding and construction of a total of 90 transportation projects and actions to support the planned land uses, improve local and regional transit service, and completion of roadways to improve local access and improve regional transportation facilities; and 5) dedication of 2-4 acres of land for a major park or regional storm water management facilities. The DEIS evaluates the long-term envisioned development and its impacts in certain areas. It does not spell out, however, the costs required to actually fund and build the public infrastructure (parks, storm water facilities, new or expanded roadways, regional investments, etc.), or when and how these would be funded. To the extent any of these investments are expected in the next six years, the City is required, under the requirements of the Growth Management Act, to state clearly, what the capital facility improvements are, and specifically how they will be funded. RCW 36.70A.070(3).

To the extent the public investments required for the City's long-term vision to be implemented are not contemplated in the next six years, the FEIS should talk in greater detail about the timing of subsequent phases of public investments. Absent this information, it is difficult both for policymakers and property holders such as PSB to reasonably plan for the intervening years. This action would create greater consistency with Economic Policy EV-12, which states:

C. Infrastructure and Financing
EV-12

Identify, construct, and maintain, to meet the needs of the Land Use Plan, City-owned infrastructure systems and facilities that support and maintain economic vitality and encourage private utilities to provide needed infrastructure.

The ONP and DEIS evaluation of the Action Alternative assume three significant, expensive and time-consuming public actions, which must take place for the vision of a higher density residential and commercial urban neighborhood to become a reality. These actions will take many years to come to fruition. These three steps are necessary for the urbanization envisioned in the ONP. This extensive time frame makes apparent the need for the City to allow and enhance the viability of existing businesses and land uses in the Neighborhood for the foreseeable future. This is because neither public planning efforts and infrastructure investments, nor the market economics for redevelopment, are in place.

The first assumed action, Sound Transit's proposed Phase 2 (ST2) LINK light rail extension to Overlake, is uncertain. The voters have neither approved the plan or funding for this transit proposal. In addition, the DEIS for ST2 will not be available until fall 2008. Only at this time will the proposed project's specific impacts and benefits become better known. Considering the initial phase of Sound Transit's LINK light rail is not expected to become operational approximately fourteen years after it was approved by public vote, it is reasonable to assume light rail service to Overlake is at the very least fifteen years away. Unless it is the City's position that the development contemplated under the Action Alternative does not depend on the availability of the capacity created by the proposed East Link light rail system and two stations in the Overlake area, along with other significant transportation capacity increases, the City must acknowledge in the FEIS that it will be at least 15 years until the bulk of the additional development contemplated in the Action Alternative is likely to actually go forward. If it is the City's position that some of the additional development in the Action Alternative is not dependent on the light rail system, it should clearly state: 1) what level of development; 2) what other transportation improvements will be required; 3) when they will be constructed and in place; 4) at what cost; and 5) how they will be funded. This type of analysis in the FEIS will then adequately meet the procedural requirements of SEPA for a reasonably thorough evaluation and, equally important, adequately inform and guide City

Council members and the Mayor on how to support existing development and uses, and ensure they can remain vibrant and in place until such realistic time that new development is likely to take place.

The second assumed action In the DEIS evaluation of the Action Alternative, updating the joint agreements between the Cities of Redmond and Bellevue for phasing growth and investments in Overlake and the Bel-Red Corridor ("BROTS process"), is also likely to take many years. In commenting recently on the City of Bellevue's Draft EIS on the nearby *Bel-Red Corridor Project*, the City of Redmond noted in its March 12, 2007 letter to the City of Bellevue Planning Department: "As part of our scoping letter in December 2005, we requested that the City of Bellevue coordinate with surrounding jurisdictions, including the City of Redmond, regarding transportation network assumptions for local and regional improvements. This did not occur, and we understand from Bellevue staff that the draft EIS assumes construction of the SR 520 slip ramp at 148th Avenue NE and other transportation network improvements that are not reflected in current City of Redmond plans." At Page 57 of the Redmond OBC DEIS, it notes that the 15.4 million square feet of commercial development in Overlake allowed in the BROTS area has "largely been reached", and looks to future BROTS discussions to address the infrastructure planning for the next two decades. In short, it is not at all clear if, when, or how, the BROTS process will get to closure in its future phases. As most development under the Action Alternative would be subject to BROTS, Redmond City staff and elected officials must recognize the substantial delays possible in implementing the long-term vision, and, taking this into account, be sure and treat existing businesses and uses, such as those at the OBC, in a manner that is flexible and allows their continued existence and reasonable growth for a number of years.

The current limitations on Permitted Uses pose a significant risk to the economic vitality, and physical quality, of properties such as the OBC. Disallowing many business types that would otherwise lease space in this area has several negative consequences. First, businesses that would like to locate in vacant spaces in the area are not allowed to. Second, the job creation and economic contribution of these banned businesses does not occur. Third, the values of the properties are lowered because their net operating income is reduced. This leads to a reduction in the capital available to maintain and enhance a property, and thus limit the likelihood of any improvements to it. All of these possible negative consequences of existing zoning and regulations run counter to the City's existing comprehensive plan policies and its stated goals of improving the quality of this sub area. The discussion of land use impacts in the DEIS, such as pp. 53-4 on Comprehensive Plan Policy EV-2, does not adequately evaluate these adverse impacts. The FEIS should correct this omission, and not simply rely on the summary statements in this comment letter, if it is to meet SEPA's procedural requirements.

The third assumed action in the DEIS discussion of the Action Alternative is the actual funding required to address existing traffic congestion in the OBC and abutting areas, not to mention the additional roadway needs required to accommodate the estimated 9 million square feet of anticipated development (above and beyond the No Action) in both Bel-Red Corridor and the City of Redmond. As noted above, the DEIS fails to include

the cost of these roadways or state how they are to be funded. As an amendment to the City of Redmond's comprehensive plan, the City is required to identify a forecast of future needs for capital facilities and contain at least a six-year plan that will fund such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes. RCW 36.70A.070(3)

The very long-term nature of infrastructure planning and development, coupled with uncertainty of the planning processes outcome and funding for this infrastructure, necessitates the City to address more near-term land use issues in the ONP area as a significant part of the Plan's update. The DEIS fails to clearly identify the time period required to make the Action Alternative a reality, or establish what phases of development in the years between 2007 and 2030 can be reasonably anticipated. At a minimum, a qualitative analysis of what these interim milestones might be is required under SEPA and essential to guide both City decision-makers and property owners such as PSB in their planning and investment decisions.

Near-Term Land Use Comments:

The DEIS notes at Section 3.5.1.2 at P. 44 that Business Parks, such as PSB's OBC, "make up the largest single land use in Overlake." 480 acres of Overlake are dedicated to this use. The DEIS does not adequately describe the types of businesses which make up the 480 acres, the revenue and uses these businesses currently bring to the City and other businesses in the City, and how they would be impacted by adoption of the Action Alternative.

PSB intends to operate the OBC as a business park, the function for which the property was originally developed. Both the property's structures and market demand support the OBC's continued functionality as a business park as the most economically viable land use. This is likely true for many, if not all, of the other business parks in OBC.

However, the functionality of business park properties such as the OBC has been undermined by zoning changes and restrictive interpretations of Permitted uses. These actions have created many unfortunate situations that degrade the economic performance of the OBC, and the OBC's contribution to the City's tax base and economic vitality.

For example, one situation is that a limited number of existing businesses are at risk of being evicted from the OBC by the City of Redmond, due to their non-conforming status. Another is where successful businesses that would like to expand within the Center are not allowed to do so. A third situation is where many businesses that would like to locate in a vacant space in the OBC, are turned away, and the spaces remain vacant. In the first two months of PSB's ownership of the OBC, four out of five tenant prospects were turned away because they did not conform to Redmond's definition of Permitted uses.

Given the many years before the final Action Alternative adopted by the City is likely to actually materialize, for reasons set forth above, and given the adverse effect of recent and proposed zoning changes on property owners such as PSB, outlined above, additional mitigation of the land use impacts of the adoption of the Action Alternative should be identified in the FEIS and adopted by the City. The DEIS statement at Section 3.5.3.1 and 3.2 that "No mitigation measures are proposed" does not reflect an accurate evaluation of the impacts on property owners such as PSB and must be revised in the FEIS to contain the reasonable mitigation measures outlined below.

These examples indicate the current zoning needs to be revised to be more consistent with Redmond's Comprehensive Plan's Economic Element. These revisions are supported by the following Economic Vitality policies:

E. Actions to Be Taken

While the policies listed above guide and describe the City's overall support of economic vitality within Redmond; the following policies identify specific actions that the City will undertake. By taking these actions or by incorporating their direction in ongoing processes, the City demonstrates the importance of sustainable economic vitality in Redmond to the community and the region.

EV-17

Prepare, support and implement, in conjunction with the community, Chamber of Commerce and other partners, an economic vitality strategy which will:

- ☐ Recognize that a successful community requires a strong local and regional economy;
- ☐ Identify actions to take to develop a sustainable local economy;
- ☐ Identify strategies to retain existing businesses and help them succeed; (emphasis added)
- ☐ Include a City marketing plan which focuses on the assets of the City, the types of businesses to market to, and the marketing strategies to utilize;
- ☐ Identify the types of businesses to be encouraged to locate in the City and strategies to attract them; (emphasis added)
- ☐ Identify needed partnerships, the members of the partnerships, and outcomes for the partnerships;
- ☐ Identify methods to attract additional knowledge based businesses; (emphasis added)

Inconsistency with Redmond Comprehensive Plan Economic Vitality Element:

The current zoning adopted in 1999, which restricts the types of businesses that are permitted to occupy space in Retail Commercial (RC) zones, is inconsistent with Redmond's adopted ECONOMIC VITALITY policies.

For example, the overarching policy reads:

“Redmond has maintained a strong economy and a diverse job base. The City is the home to many small, medium-size and locally owned businesses and services, as well as nationally and internationally recognized corporations. Redmond is widely recognized as a community that is inviting for advanced technology, and businesses are proud to be partners in the community. The City provides a business climate that attracts sustainable development to the community and retains existing businesses (emphasis added). Likewise, the successful companies return benefits directly and indirectly to the community. A prime example of this is the support that both the residents and the business community have given to the school system to create an excellent educational system that serves the needs of citizens of all ages”.

The DEIS needs to analyze how to correct the contradictions existing zoning and regulatory practices have with the ECONOMIC VITALITY policies. In the case of the OBC, advanced technology companies are prohibited from leasing vacant spaces. Those that are current tenants are prohibited from expanding. In addition, the OBC is experiencing a business climate that forces existing business to be devalued by due to their non-conforming status. Worse, some existing businesses are not being allowed to obtain a business license, and are threatened with eviction from their place of business by the City of Redmond. This is not a climate that “retains existing businesses and helps them succeed”.

Therefore, PSB requests that the City of Redmond amend its Comprehensive Plan, and related codes, to allow additional commercial uses in the OBC. These actions would help mitigate both the adverse impacts of existing zoning and, of equal import, the future impacts should the City adopt the Action Alternative. They should be discussed and identified as reasonable mitigation measures for land use impacts of the Action Alternative in the FEIS at Section 3.5.3.2 and elsewhere.

Specifically, we request the following actions related to Permitted Uses in the OBC's zoning district:

1. Retain all currently permitted uses
2. Restore all uses permitted under the previous zoning that represent business types that represent viable market demand.
3. Allow new types of businesses as Permitted Uses (see attached chart)

The Comprehensive Plan Update process creates the opportunity for the City to greatly both preserve and enhance the economic vitality of the area. PSB encourages Redmond to take advantage of this opportunity by implementing the above actions. The FEIS must do a better job under SEPA of evaluating the land use and other impacts on existing

businesses both under the No Action and Action Alternatives, must acknowledge the fact that major development under the Action Alternative is years away, and identify the steps outlined above as possible reasonable mitigation measures.

In conjunction with these actions, we encourage Redmond to add Flexible Use Zoning to its Permitted Use style zoning code. Specifically, the new code would list Permitted Uses and add the criteria used to determine why they are allowed. For businesses not specifically listed, an administrative process would allow other business types that are not listed as "Permitted" the opportunity to demonstrate they also meet the performance criteria the City requires. If successful in proving their performance is consistent with Redmond's criteria, these additional businesses would be allowed. This innovative tool would assist the City, businesses and property owners by articulating performance criteria for allowable uses that haven't been specifically listed in the permitted use charts, in addition to clearly identifying permitted uses. A process for administrative approval of additional business types that meet these performance standards should be identified as part of a Flexible Use Zoning Code. We would be glad to provide specific examples to City staff for consideration by the City Council and public of what form this proposed flexibility would look like and how it would be applied.

We recognize the challenges associated with evaluating in a SEPA document the range of major proposals such as the Action Alternative. The DEIS in many areas reflects hard work and evaluation. We have tried to assist City Staff and decision-makers by suggesting areas that the FEIS might focus on in order to make the EIS adequate under SEPA and, more importantly, a reliable and complete document for the public and decision-makers as we move forward. Given the major activity in the Redmond OBC area by owners and tenants of business parks such as the OBC, it is very important that the FEIS do a thorough and balanced job in evaluating the existing conditions, impacts of the two alternatives on these property owners and businesses, and reasonable mitigation measures. Thank you for your consideration. PSB looks forward to participating actively in the public process as the City moves to a final decision.

Cc:

[Copy Mayor, each Councilmember, and each member of Planning Commission]

ECONOMIC VITALITY

Future Vision for Redmond: Economic Vitality

Redmond has maintained a strong economy and a diverse job base. The City is the home to many small, medium-size and locally owned businesses and services, as well as nationally and internationally recognized corporations. Redmond is widely recognized as a community that is inviting for advanced technology, and businesses are proud to be partners in the community. The City provides a business climate that attracts sustainable

development to the community and retains existing businesses. Likewise, the successful companies return benefits directly and indirectly to the community. A prime example of this is the support that both the residents and the business community have given to the school system to create an excellent educational system that serves the needs of citizens of all ages.

Organization of This Element

Introduction

A. Land Use Plan and Regulation

B. Education

C. Infrastructure and Financing

D. Partnerships

E. Actions to Be Taken

Introduction

Economic vitality is essential to the success of a community such as Redmond, which strives to provide a range of employment, retailing, service, and recreational opportunities for its residents. Further, economic vitality is important to Redmond as it will provide for a successful and sustainable community and help achieve the overall goals of the Land Use Plan.

In 1993 the employment within the City was 39,000 but by 2004 employment had doubled to 79,500. This significant growth in jobs places Redmond as the fourth largest employment center within the four-county central Puget Sound areas. While much of this growth has been in software and businesses services, there has also been significant growth in the communications and retailing. Redmond has shown a net job increase almost every year since 1993. However, traditional manufacturing has during this same period (1993 – 2004) shown a decline.

In addition to its central geographic location in King County, the City has many demographic characteristics which support its continued economic vitality. For example, 60 percent of Redmond's 2000 population is between the ages of 25 and 64 which are considered prime earning years by economists and is significantly above the national and regional percentages. Another significant factor is educational attainment and within Redmond 56 percent of women and 65 percent of the men over the age of 25 has either a college degree or professional certificate.

The Puget Sound Regional Council has forecasted that jobs could increase within Redmond to 100,000 in 2020 and 111,000 by 2030. The City plans to accommodate up to a total of 106,000 jobs by the year 2022, which is consistent with the region's 20-year employment target, for the period 2002 to 2022, for Redmond.

While over the last 10 years Redmond's economic role in the region has changed significantly, past performance does not guarantee future success. The policies of this element help direct the actions of the City in the future in support of a sustainable and successful economy.

Economic vitality cannot be successfully achieved by the City of Redmond acting alone. More than most elements within the Comprehensive Plan, the successful implementation of the economic vitality policies relies upon the City engaging in a variety of partnerships. In many cases Redmond may be the catalyst for the partnership to be formed and the role of the City from that point may diminish. In other cases, the City may have a permanent leadership role. In each case, the following policies will guide Redmond in selecting the appropriate partnerships as well as the role for the City within each of those partnerships to achieve a successful and sustainable economy.

Sustainable in the case of economic vitality has a two-fold meaning. Within the context of land use planning, it supports the concept that employment activities will be encouraged which can be perpetuated in the future without diminishing irreplaceable resources and doing permanent harm to the environment. The City's desire is that jobs in businesses that exist today will exist in the future and that by emphasizing renewable resources or reduced consumption of irreplaceable resources both the economy and environment of our community will be protected and sustained.

Microsoft building – LEED certified

Sustainability in the broader context also recognizes the convergence of economic, environmental, and social needs so that while the community is continually changing, the community seeks to maintain and improve its economic, environmental, and social characteristics so that members of the community can continue to lead healthy, productive, and enjoyable lives. This does not imply that everything continues to increase in size and intensity. However, it does imply that things continue to get better for the community. Implicit in such a concept is the development of a measurement system where a baseline for sustainability is established as well as future goals. Annual achievement through the use of benchmarks and monitoring are developed so that new actions or initiatives are continually evaluated to identify whether new initiatives support the adopted goals.

To be successful in the future, the City of Redmond must be aware of the future. This requires continuous monitoring of local, national, and international trends which may have effects on the City. Analysis of these trends may then indicate actions the City may chose to pursue in order to favorably respond to these trends.

In addition to an active monitoring of future trends and activities on a local, regional, and national scale, Redmond as a whole should have an economic vitality strategy that identifies how to retain successful businesses and how to evaluate and pursue future opportunities. Imbedded in such a strategy are the roles and responsibilities of the various community members and organizations.

While the City may have a major role in developing the strategy, it can only be successfully implemented through the cooperation and involvement of the entire community. Economic vitality is not solely or predominantly the role of City government but a series of interwoven partnerships that function to create and perpetuate the sustainable economic development that is preferred.

Even though much of the work to enhance economic vitality will be done in partnerships, the City has a number of specific economic vitality roles and responsibilities including:

- ◆ providing a supportive Land Use Plan and development regulations;
- ◆ Encouraging the continued provision and enhancement of the public and private education systems for all ages;
- ◆ providing necessary infrastructure to meet the needs of the Land Use Plan;
- ◆ Ensuring the adequacy of the infrastructure, where provided by other agencies or private utilities, to meet the needs of the Land Use Plan;
- ◆ providing or coordinating the provision of an adequate transportation system that successfully moves people, goods and information;
- ◆ providing coordination or seeking investments in infrastructure and other public enterprises;
- ◆ Acting as a catalyst, partner, convener, or coordinator for the development and provision of programs consistent with the economic vitality strategy; and
- ◆ encouraging the development of sustainable economic vitality strategies, investment by others in the community and acting as a catalyst for the development of other programs in support of economic vitality.

Listed below by category are the policies which direct these roles and responsibilities which have been adopted to recognize and promote Redmond as a major economic center within Puget Sound and to identify ways to maintain and enhance the sustainable economy of Redmond.

A. Land Use Plan and Regulations

EV-1

Provide a mix of uses in a range of zones that allow for the daily needs of residents to be met within Redmond and support the expansion of existing Redmond businesses and the attraction of regional, national, and international businesses.

EV-2

Preserve and expand the current economic base and employment levels and wisely use the finite supply of urban land and the existing infrastructure in Redmond by supporting economic development to occur within existing retail, office, manufacturing, and mixed-use areas.

EV-3

Recognize that a healthy natural environment is a significant community amenity that attracts people and investments, and contributes to Redmond's economic vitality.

EV-4

Support the retention and attraction of land uses which complement the Comprehensive Plan using the following siting criteria:

- ☐ Focus major employment, retail, office, entertainment, and residential uses within the Downtown and focus the OBC Center on high technology, retail, and residential uses;
- ☐ Focus additional employment in the Willows/Rose Hill, Bear Creek, and SE Redmond Neighborhoods;

Redmond East Business Campus in SE Redmond

- ☐ Maintain properties currently developed with manufacturing uses for manufacturing and other uses permitted within the zone;
- ☐ Allow manufacturing uses, where compatible with adjacent uses and their impacts mitigated, to locate in the Downtown and OBC Urban Centers; and
- ☐ Concentrate businesses where uses are complementary and can make efficient use of the existing infrastructure.

EV-5

Encourage businesses to expand or locate in Redmond which:

- ☐ Are already in the City of Redmond and are consistent with the Comprehensive Plan;
- ☐ Support existing businesses and industries;
- ☐ Fill existing or future gaps in the goods or services available within the City and provide jobs to local residents;
- ☐ Provide family or high level wages; and
- ☐ Minimize negative impacts to the community.

Nintendo and DigiPen in OBC

EV-6

Recognize and support the preservation and creation of incubator space for existing and future small businesses.

EV-7

Allow, as permitted accessory uses, support uses, such as childcare, workout facilities, or restaurants in office and other commercial buildings.

EV-8

Provide the land use capacity and development regulations that support the accommodation of a variety of housing styles, densities, sizes, and prices so those employed within Redmond may have the opportunity to live in Redmond as well as to increase the attractiveness of Redmond to those being sought to work in the City.

EV-9

Evaluate periodically the Community Development Guide to:

- ☐ Ensure that uses not previously contemplated and that are consistent with the intent of the Comprehensive Plan can locate within the City; and
- ☐ Review development standards and timelines to ensure predictability and consistency.

EV-10

Encourage opportunities for home-based businesses that are compatible with residential neighborhoods. Limit signs, parking, and truck deliveries and manage other potential adverse impacts in order to minimize the negative impacts and maintain the appearance residential neighborhoods.

B. Education

EV-11

Support and work with educational institutions such as the Lake Washington School District, local community colleges, the University of Washington and Lake Washington Technical College and other public and private institutions to:

- ☐ Maintain and enhance the quality of education at all grade levels;
- ☐ Encourage the location of higher education institutions within Redmond;
- ☐ Encourage the development of programs that meet the changing needs of employers and employees as well as those seeking employment; and
- ☐ Encourage educational institutions, government, and businesses to provide opportunities for youth to see and experience a wide variety of employment and business opportunities.

Lake Washington Technical College

C. Infrastructure and Financing

EV-12

Identify, construct, and maintain, to meet the needs of the Land Use Plan, City-owned infrastructure systems and facilities that support and maintain economic vitality and encourage private utilities to provide needed infrastructure.

EV-13

Use innovative finance methods and seek regional investments in Redmond's infrastructure to support the City's continued economic vitality.

EV-14

Utilize tax and fee systems that are fair and equitable, stable, and not penalizing to specific businesses and that provide sufficiently predictable funds to provide for local services to protect and enhance the community.

EV-15

Support the economic vitality of the City by encouraging investments in the arts and cultural activities, and through the use of superior urban design.

D. Partnerships

EV-16

Recognize that economic vitality requires the City to enter into a number of partnerships with other agencies, businesses, non-profits, and other organizations and participate in partnerships, which are of value and further the City's economic vitality goals.

E. Actions to Be Taken

While the policies listed above guide and describe the City's overall support of economic vitality within Redmond; the following policies identify specific actions that the City will undertake. By taking these actions or by incorporating their direction in ongoing processes, the City demonstrates the importance of sustainable economic vitality in Redmond to the community and the region.

EV-17

Prepare, support and implement, in conjunction with the community, Chamber of Commerce and other partners, an economic vitality strategy which will:

- ☐ Recognize that a successful community requires a strong local and regional economy;
- ☐ Identify actions to take to develop a sustainable local economy;
- ☐ Identify strategies to retain existing businesses and help them succeed;
- ☐ Include a City marketing plan which focuses on the assets of the City, the types of businesses to market to, and the marketing strategies to utilize;
- ☐ Identify the types of businesses to be encouraged to locate in the City and strategies to attract them;

- ☐ Identify needed partnerships, the members of the partnerships, and outcomes for the partnerships;
- ☐ Identify methods to attract additional knowledge based businesses;
- ☐ Identify, preserve, promote, and enhance educational, environmental, cultural, and social qualities within Redmond that will be attractive to the future workforce; and
- ☐ Identify regional and national economic development programs and the means to access their resources for the City.

EV-18

Initiate or participate in the following activities in support of economic vitality:

- ☐ Monitor future trends and economic conditions;
- ☐ Prepare information for businesses on available public sector financing;
- ☐ Support federal and State funding of cost-effective business financing programs; and
- ☐ Consider and use where appropriate community redevelopment financing and other innovative economic vitality and financing programs, which enhance the business climate in Redmond.

EV-19

As part of the City's decision-making, consider the economic impacts of new policies, regulations, or programs.

EV-20

Focus efforts on business retention and expansion.

EV-21

Support the development of an Eastside Economic Development Committee.

Ord. 2224

(12 hits)



TOC < >

20C.60.20 Permitted Uses.

20C.60.20-010 Purpose.

RCDG 20C.60.20-030, Permitted Land Uses in Business, Manufacturing and Industry Zones, lists the land uses permitted within each of the business, manufacturing park and industry zones. Uses requiring General and Special Development approvals are indicated. Footnotes at the end of the Chart provide further clarification. (Ord. 2027)

20C.60.20-020 Allowed Uses.

(1) The symbols used in the chart represent the following:

P Permitted Use.

G Allowed conditional use requiring General Development (GDP) approval.

S Allowed conditional use requiring special development (SDP) approval.

(2) Procedural requirements related to the general and special development permit processes are described in RCDG Title 20E.

(3) Uses similar to those listed may be established as permitted or conditionally allowed through the interpretation procedure in RCDG Title 20E, Administration and Procedures. In determining whether a use should be permitted, the Administrator shall refer to the purpose statements found in RCDG 20C.60.10, Purpose, RCDG 20C.60.15, Business, Manufacturing and Industrial Zones, and the latest issued version of the Standard Industrial Classification Manual. (Ord. 2027)

20C.60.20-030 Permitted Land Uses in Business, Manufacturing and Industry Zones.

Business, Manufacturing and Industry Zones Permitted Land Use Chart

Land Use	Zoning Districts			
	BP	OV	MP	I
Housing				
Residential Mixed Use	P ¹	P		
Secure Community Transition Facility	C ²¹		C ²¹	C ²¹
Recreation and Entertainment				
Adult Entertainment Facilities ²	S	S	S	S
Indoor Public Assembly: Arenas, Auditoriums, Conference Facilities		P		
Corporate Conference Centers accessory to primary business activity	P	P		
Libraries and Museums		C		
Athletic Clubs and Fitness Centers	P	P	P	
Public and Private Parks and Open Space	P	P	P	P
Wholesale and Retail Trade				
Wholesale Trade and Assembly	P	P	P	P
Eating and Drinking Establishments (Sit-down/Carry-out) in multi-tenant buildings ³	P	P	P	C
Eating and Drinking Establishments (Sit down/Carry-out) in a convenience commercial cluster or accessory to a Transit Center ⁴		P		
Convenience retail commercial uses ^{4, 20}	P	P		
Retail Vehicle Fuel Sales (with or without Mini-marts) ⁵	C	C	C	
Manufacturing and Assembly Uses ⁵			C	P
Food and Kindred Products			C	P

Factory Outlets ⁶		P	P	
Apparel and other Textile Products		C	P	P
Building Materials, including wood products, stone, glass and concrete products			P	P
Asphalt and Concrete Batch Plants and other outdoor processing operations ^{7,8}			S	S
Mining, Quarrying and other Extractive operations ⁸				C
Furniture and Fixtures	C		P	P
Paperboard Containers and Boxes	C	C	P	P
Printing, Publishing, and Allied Products	P	P	P	P
Pharmaceuticals, Biotechnology Products and Medical Equipment and Software provided large quantities of toxic materials are not used in the manufacturing process	P	P	P	P
Perfumes, Cosmetics and Similar Preparations		C	P	P
Fabricated Metal Products			C	P
Industrial and Commercial Machinery			C	P
Computer and Office Equipment	P	P	P	P
Advanced Technology: Computer Hardware and Software	P	P	P	
Electrical and Electronic Equipment and Components	P	P	P	P
Aircraft Parts, Aerospace and Space Vehicles and Parts	P	P	P	P
Measuring, Analyzing and Controlling Instruments, Photographic, Medical, Optical, Watches and Clocks	P	P	P	P
Miscellaneous Manufacturing Industries			P	P
Incidental Hazardous Waste Treatment and Storage ⁹	S	S	S	
Primary Hazardous Waste Treatment and Storage ⁹			C	
Services				
Research and Development Facilities	P	P	P	P
Corporate Headquarters and Regional Offices associated with other Permitted Uses	P			
Corporate Headquarters and Regional Offices (Includes all uses allowed in the above category without the requirement to be associated with a permitted use)		P		
Construction/Contractors: Offices and Storage of Materials and Equipment			P	P
Construction/Contractors: Offices only	P	P		
Commercial/Industrial Photography, Cinematography, Video Production	P	P	P	
Convenience Service, Personal Service, and Professional Service uses ^{4, 20}	P	P		
Business Services: Technology Service and Support, Copy and Connectivity Centers, Consultants who directly support surrounding businesses, Telework Centers	P	P	P	
Day Care Centers ¹⁰	S	S	S	
Rental Storage and Mini Warehouses ¹¹			P	
Warehousing and Distribution	P	P	P	P ¹²
Rental Services: Furniture, Tools, and Equipment with Exterior Storage	P		P	
Vehicle Rentals: Autos, Trucks, Trailers, Recreational Vehicles, Construction and Heavy Hauling Equipment ¹³			S	S
Auto and Boat Repair ¹³			S	S
Hospitals, Clinics, Long-Term Care Facilities, Residential Care Facilities		C		
Education: Colleges, Universities, Public and Private Schools, Vocational and Trade Schools with the capacity for up to 150 total students ²²	C	P	S ²³	
Education: Colleges, Universities, Public and Private Schools, Vocational and Trade Schools with the capacity for more than 150 students ²²	C	C	C ²³	
Churches, Synagogues, Temples, (1-750 seats); and Related Activities ¹⁴		S	S	
Churches, Synagogues, Temples, (>750 seats), and Related Activities ¹⁴		C	C	
Charitable, Social, Professional & Labor Organizations	P	P		
Transportation, Communication and Utilities				
Railroad Facilities (Excluding Yards, Shops and Maintenance Facilities)	P	C	P	P

Transit Facilities, including Transit Centers, Rail and Park-and-Ride Lots	P	P ¹⁵	P	P
Motor Vehicle Maintenance Garage, Motor Freight Services and Terminals		C ¹⁶	P	P
Heliports and Helicopter Landing and Storage (excluding medivac)	C	C	C	C
Commercial Parking Lots & Parking Garages	P ¹⁷	P ¹⁸		
Film, Video, TV, and Radio Broadcasting or Production Studios	P	P		
Towing Operators and Auto Impoundment Yards			P	P
Large Satellite Dishes/Amateur Radio Antenna ¹⁹	S	S	S	S
Broadcast and Relay Towers ¹⁹	C	C	S	S
Wireless Communication Facilities ¹⁹	S	S	S	S
Local Utilities	P	P	P	P
Regional Utilities	P	P	P	P
Solid Waste Transfer Stations			P	
P = Permitted Use; S = Special Use; C = Conditional Use				

Notes:

¹ Limited to upper stories in mixed use structures. See RCDG 20C.60.25-020(4) regarding maximum number of dwelling units and maximum building height provisions.

² See adult entertainment regulations in Chapter 20D.20 RCDG, Adult Entertainment.

³ When located in a multi-tenant building. Limited to a maximum seating capacity of 50-person capacity. Hours of operation only allowed between 6am to 10pm; on-site parking to be provided for each employee.

⁴ See RCDG 20C.60.30-070, Convenience Commercial Clusters, and 20C.60.30-080, Convenience Uses Allowed as an Accessory Use to a Transit Center.

⁵ Subject to aquifer protection and sensitive areas regulations in Chapter 20D.140 RCDG. Not allowed in Willows Corridor Business Park zone. See RCDG 20C.70.50-070.

⁶ Provided retail sales are manufactured goods produced on the premises and accessory or secondary to the primary manufacturing or wholesaling activity. The outlet area shall not exceed 10 percent of the user's share of the gross floor area or 1,000 square feet.

⁷ Rock crushing equipment, asphalt, and concrete batch plants, silos and other related equipment may extend to a maximum height of 90 feet.

⁸ Subject to Special Use Criteria, RCDG 20D.170.30, Batch Plants and Extractive Operations.

⁹ Subject to Special Use Criteria, RCDG 20D.170.60, Hazardous Waste Facilities.

¹⁰ Subject to Special Use Criteria, RCDG 20D.170.50, Day Care.

¹¹ No business activities are allowed to operate from storage spaces.

¹² When associated with a permitted manufacturing use.

¹³ Subject to Special Use Criteria, RCDG 20D.170.20, Auto, RV, Boat Uses.

¹⁴ Subject to Special Use Criteria, RCDG 20D.170.40, Churches, Synagogues and Temples.

¹⁵ Park and ride lots shall obtain a Special Development Permit before being authorized in the OV zone.

¹⁶ Only motor vehicle maintenance facilities for public transit agencies or company-owned vehicles are allowed in the OV zone. In the OV zone, motor vehicle maintenance facilities for company-owned vehicles shall be accessory to another allowed use. In the OV zone, a special development permit shall be required even though the use is accessory to another use. Motor vehicle maintenance facilities shall not be allowed within a Transition Overlay.

¹⁷ Commercial parking lots, commercial parking garages and commercial parking structures are prohibited from storing impounded, abandoned, or damaged vehicles.

¹⁸ Commercial parking lots not accessory to another use shall obtain a Special Development Permit before being authorized in the OV zone.

¹⁹ Subject to Special Use Criteria, RCDG 20D.170.45, Telecommunication Facilities.

²⁰ When located in the Willows/Rose Hill Neighborhood. See RCDG 20C.70.50-070, Convenience Retail and Services.

²¹ Subject to secure community transition facility criteria, RCDG 20D.170.55, essential public facility criteria, RCDG 20F.40.80, and RCDG 20F.30.40 for a Type III permit.

²² Full-time equivalencies, where one full-time equivalent shall equal 15 credits in a given quarter, shall establish the capacity of the number of students for vocational, trade, and technical schools in the MP zoning district.

²³ Vocational, trade, and technical schools only. Other educational uses are prohibited.

(Ord. 2159; Ord. 2152; Ord. 2129; Ord. 2102)



August 20, 2007

Coby Holley
PS Business Parks, L.P.
701 Western Avenue
Glendale, CA 91201

Dear Mr. Holley,

Thank you for your letter dated April 23, 2007 commenting on the Overlake Neighborhood Plan (ONP) Draft Supplemental Environmental Impact Statement (SEIS). We appreciate your comments and believe that we can address some of your questions and concerns.

We appreciate your general support of the overall long-term vision for the Overlake Village area, where the Overlake Business Center (south) is located. We also recognize that the vision will take many years to fully achieve and will be met through coordinated actions by both public and private entities. Your letter discusses three items you identify as critical steps in achieving the vision:

- Bel-Red Overlake Transportation Study (BROTS) Agreement update: Your letter states that most development under the Action Alternative would potentially be delayed in implementation because it is subject to BROTS. That is not accurate. Residential development is not limited by the BROTS agreement. In addition, any redevelopment that does not increase the amount of non-residential floor area is not limited.

With regard to timing of the BROTS update, the planning and transportation analysis that Redmond and Bellevue have undertaken for Overlake and the Bel-Red Corridor provides a significant portion of the technical work needed for an update to the BROTS Agreement. Completing this update is a high priority for both cities and we anticipate that the work will be completed in 2008.

- East Link light rail: The City has been coordinating with Sound Transit on this portion of the ST2 package from the very beginning and will continue to coordinate as the process continues. In addition to light rail, another form of high capacity transit will be serving Overlake in the nearer future: King County Metro's arterial bus rapid transit (BRT) route connecting Downtown Redmond and Downtown Bellevue via Overlake and Crossroads. Funding for this route was approved in the November 2006 election; the route will be operational by 2011.

One of the key reasons Redmond undertook the ONP update and SEIS is to begin the process, in coordination with the City of Bellevue, of extending the planning horizon year for Overlake to 2030. This analysis has included evaluating a potential increase in the allowed floor area ratio (FAR) that applies to the Employment Area in Overlake, where Microsoft and other

companies are located. The SEIS fully acknowledges that the City proposes to act on proposed ONP updates in phases including any increases in potential zoning capacity in the Employment Area. Analysis of appropriate growth phases and associated facility and service improvements will be part of updating the BROTS Agreement, and will be accompanied by Redmond's update to the existing Overlake SEPA Planned Action. It will also include updates to functional plans, including transportation, parks and utilities. Our first phase of proposed updates will not change the allowed FAR in the Employment Area, maintains the City's commitment to the BROTS cap on commercial development, does not contemplate more residential dwellings through 2030 under the Action Alternative than are allowed under current zoning, and is not dependent on extension of light rail.

- Additional transportation improvements: The Action Alternative identifies a number of transportation improvements to mitigate the impacts associated with additional growth in Overlake. Nearly half of the proposed projects are included in existing plans, are funded, or would be funded by private development. Approximately an additional 20 percent are regional in nature. The remaining one-third of the proposed projects would be added to existing plans as part of Phase II of the Overlake project.

Increases in employment and housing over the 24-year planning horizon will create related demands for transportation and other public facilities and services and utilities. However, development will occur over time and demand will increase incrementally through 2030. Although the City identifies future infrastructure needs associated with future growth, we are not required to build infrastructure in advance of potential development; in other words, development of public infrastructure is required to be concurrent with development.

As part of your due diligence period prior to purchase of the Overlake Business Center (OBC), representatives of PS Business Parks and City staff met in person and by conference call several times to review a number of features relevant to the property. This included but was not limited to the adopted neighborhood plan, permitted uses, other aspects of existing zoning, Redmond's building code, concepts under consideration for the proposed neighborhood plan update, and light rail transit alignments under consideration by Sound Transit.

Your letter comments that the SEIS should analyze the current permitted uses and any impacts. The structure of permitted uses in the existing Retail Commercial (RC) was last updated in 1999. The City's Comprehensive Plan and zoning reflect the City's responsibility to plan for our 20-year employment and housing targets. The permitted uses that exist for Overlake are consistent with the City's Comprehensive Plan and growth targets. For this reason, a significant change to permitted uses was not proposed in the Action Alternative nor analyzed in the DSEIS.

Your letter also requests an expansion of the permitted uses in the RC zone to include a variety of uses typical of Redmond's Business Park and Manufacturing Park zones. Many of the permitted uses in the RC zone support the vision of Overlake Village as evolving into a true, urban residential/mixed-use place. The uses are largely pedestrian-generating or -oriented in nature to help increase the vibrancy and economic vitality of the area and include a variety of retail, service and entertainment uses, as well as multi-family residential. These uses also include a wide variety of businesses or other organizations that serve the general public, such as personal, financial, legal, medical and minor repair services.

Advanced technology and business park uses are currently permitted in three zones in the City—Business Park (BP), Manufacturing Park (MP), and Overlake Business and Advanced Technology (OBAT)—as well as within the Downtown Districts, which together account for 86 percent of the commercial or mixed-use zones in the City. Allowing these uses in Overlake Village would add pressure to one of the few areas that does not allow advanced technology, research and development, and similar business consulting services. Maintaining locations in which businesses that serve the general public can locate is consistent with adopted policy and the community's vision. During the past few months, several businesses consistent with the existing zoning have leased space in Overlake Business Center.

Expanding the allowed uses in Overlake Village to permit the types of businesses you requested could further delay redevelopment of the area and achievement of the vision. Allowing such uses to locate in this area as of right would create "going concerns" in the long-term and further delay the addition of residential uses, a key concept in the long-term vision for Overlake. These uses were intentionally included in the OBAT zone to focus them in this location and not permitted in the RC zone.

We recognize that over the years, a number of businesses have located in the OBC without seeking business licenses from the City of Redmond. During the past several months, our joint efforts have resulted in licensing of nearly all of businesses at OBC. As of this date, we understand that less than 5 businesses have not responded. We also recognize that a number of these businesses are business park uses that do not comply with the zoning. In response to your letter and other public comment on this subject, staff is recommending a revision to the nonconforming use provisions to allow all existing, licensed businesses in Overlake, regardless of the type of use, to continue as long as they wish. Once these current uses vacate the space, the space would need to be occupied by a use that conforms to the zoning. Staff is not proposing that businesses that do not comply with the zoning have the ability to expand in terms of floor area.

You also propose that Redmond add "Flexible Use Zoning" to its zoning code. You describe this as establishing performance criteria for allowed uses and allowing case by case decision making through an administrative process. We believe that the community and applicants are better served by providing predictability and clarity in our zoning code rather than business by business decisions. Further, we are very concerned about the impact of this approach in terms of staff time and diminished staff availability for key tasks such as development review.

The Comprehensive Plan that guides Redmond's neighborhood planning efforts contains a variety of goals and objectives which must be carefully balanced in planning for the future. Your letter cites a number of Economic Vitality goals contained in the Comprehensive Plan. However, those goals must be balanced with other goals, including those related to providing housing opportunities. Over the past 15 years, job opportunities in Redmond have grown significantly but housing opportunities have not kept pace. In addition, as Redmond's supply of vacant and redevelopable land in the single-family zones decreases, Overlake and Downtown will become increasingly important in helping to meet the City's future housing needs.

We believe that the economic vitality of the Overlake Village area will ultimately be strengthened through the addition of a greater intensity and variety of uses than exists today. Redevelopments that are consistent with the mixed-use vision will create economic activity during all hours of the day, rather than just in the afternoon or early evening hours during which many Overlake Village area businesses are successful now.

If you have any further questions regarding the ONP project or the Final SEIS, please contact Lori Peckol at 425.556.2411 or lpeckol@redmond.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Odle". The signature is fluid and cursive, with the first name "Rob" and last name "Odle" clearly distinguishable.

Rob Odle
Planning Director



April 23, 2007

Rob Odle
Responsible Official
City of Redmond Planning Department
P.O. Box 97010, MS: 4SPL
Redmond, WA 98073-9710

Dear Rob:

Thank you for the opportunity to review the City of Redmond Overlake Neighborhood Plan Update and Implementation Project Draft Supplemental Environment Impact Statement (DSEIS). We applaud the City's effort to review its Comprehensive Plan policies and implementation strategies that plan and provide support for high capacity transit. We are particularly encouraged by the proposed changes and strategies that may increase East Link ridership, and that over time creates a more livable and sustainable community for the Overlake Village area of Redmond.

Attached are our comments which mostly seeks clarification on how the East Link Project is represented and which jurisdictions have certain authority of implementing actions identified in the DSEIS. In particular we would like to call your attention to several instances where the DSEIS intimates that the East Link Project is predicated on the "Action Alternative." That may not be the intent. However, we have pointed that out on your figures and text that the East Link Project should be assumed as serving the Overlake Neighborhood: Employment Area and Village in both the No Action and Action Alternatives.

Again, thanks for the opportunity to comment on the DSEIS. Let me know if you have questions.

Sincerely,

Leonard McGhee
Segment Manager
East Link Project

LM:ab East Link Jurisdiction Comments/Redmond Overlake

Attachments: DSEIS Comments

c: Lori Peckol, Planning Manager, City of Redmond
Terry Marpert, Principal Planner, City of Redmond
Don Billen, East Corridor Project Manager, Sound Transit

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499 • www.soundtransit.org

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Joni Earl

City of Redmond
Overlake Neighborhood Plan Update and Implementation Project
Draft Supplemental Environment Impact Statement
Sound Transit Review Comments
April 23, 2007

General

1. As presented in the Draft SEIS, the East Link Project is presented as if it is predicated on the Action Alternative. Subject to the approval of a financing plan by the voters in November 2007 the East Link Project will happen with or without changes to the current Overlake Neighborhood Plan. The East Link Project should be included in all actions (build and no-build) contemplated in this update.
 2. In several instances descriptions of actions to be taken to implement specific elements of the plan, a reader may assume the City of Redmond is responsible for certain actions where in fact they are the actions of other agencies such as Sound Transit and Metro King County. While the correct jurisdiction may be implied it may be confusing for the uninformed reader.
-

Specific

3. P.i - **Fact Sheet** – Description of Proposal, 3rd paragraph – The Statement “This alternative envisions the extension of Sound Transit light rail transit from Bellevue through the study area to Downtown Redmond.” For the purposes of this Overlake Neighborhood Plan Update (March 2007) we feel it would be more appropriate to rephrase that statement as follows: “This alternative envisions the extension of Sound Transit light rail transit from Bellevue Downtown Seattle through the study area to the Overlake Transit Center in the study area to Downtown Redmond.”
4. P.5 Project Background, 3rd bullet: In the statement “...plan effectively for extension of light rail transit and other facility improvements...” what other facilities are contemplated here?
5. P.8 Section 1.6.2 – May be more appropriate to refer to the second station in the planning area as “in the vicinity of” or “near” NE 40th.
6. P.23 Figure 2-1: No Action Alternative – Overlake Village. This figure should show, in a generic fashion, that the East Link Light Rail Project is assumed to serve the Overlake Neighborhood in the No Action Alternative map.
7. P.26 Figure 2-4: No Action Alternative Transportation Projects. This figure should show in a generic fashion that the East Link Light Rail Project is assumed to serve the Overlake Neighborhood in the No Action Alternative Transportation Projects map.

8. P.29 Transit projects, 1st bullet: This bullet should indicate that the development of light rail transit service and stations is a Sound Transit project and include a statement that the light rail project is in the early stages of design and environmental review by Sound Transit.
9. p.29 Transit Projects: Is the BRT and peak period commuter bus mentioned in the second bullet and on Figure 2-9 part of King County Metro's "Transit Now" or Sound Transit service? The service provider and status of the planning should be made clear.
10. P.31 Figure 2-5: Action Alternative – Overlake Village – shows one of the potential stations (behind Safeway) on a curve. Stations would be on a straight section only. It also shows Bel-Red Road as a potential light rail alignment. Please delete as that alignment is no longer being considered.
11. P.50 Table 3-8, 1st row/2nd column: states that no light rail is assumed as part of the East Link project for the No Action Alternative. This is not accurate as the East Link project is not dependent on the Overlake Neighborhood Plan Update. Further, the representative alignment for ST2 financial planning purposes assumed a station in the Overlake Village Area.
12. p.50 Table 3-8, 2nd row/2nd column Under "Achieve a target housing density and mixed of use" the No Action alternative states "moderate support for extension of light rail transit" which seems inconsistent with the statement in Row 1 of the table and/or is contradicted by the statement on p.52, in the 1st paragraph which suggests light rail would occur without the plan change.
13. p.90 2nd sentence: The Sound Transit Board will identify a package of projects to present to voters in 2007. Add "November 2007."
14. p.90 1st paragraph/last sentence: "A project-level EIS is currently underway for the East Link Project and is expected to be released in early 2008. Change to "...and a draft report is expected to be released in early Fall 2008."
15. p.91 Table 3-16: Under the transit facility actions there are facilities, services and improvements that can be provided within the jurisdiction of the City of Redmond and those that are provide by other jurisdictions including Metro and Sound Transit. Suggest changing "Provide" to "Provide for" or "Work with" those agencies that provide those services and facilities as appropriate.
16. P.101 3.6.4.2.1: How did Redmond arrive at an assumption of 15.3% transit mode share for the Action Alternative?
17. P.101 3.6.4.2.1: The city made assumptions regarding transit mode share for the No-Action and Action Alternatives. For East Link analysis, Sound Transit will

forecast ridership using its own transit forecasting model and the results will likely be different.

Appendix A

18. p.A9 Appendix A: Draft Policies: N-OV-28 on page A9 refers to a mode-split goal and includes as a way of reaching it as providing expanded transit options including light rail and BRT.... This makes it sound like the City would be providing these services. It may be more appropriate for the City to provide a transit supportive environment as mentioned previously in the policy and to include language regarding working with transit providers to provide these services.
19. P.A10 N-OV-35 specifically identifies 3 options for a preferred light rail alignment through Overlake Village. These are consistent with what is to be studied in the EIS at this time, but it may be more appropriate to include flexibility in this policy to allow for modifications to the station location that still address the community vision.
20. P.A13 N-OV-54, 4th bullet, see comment on p.91 above
21. P.A15 N-OV-66 "Prepare a station area plan for a light rail station area once a light rail alignment is identified..." Change to "...once a light rail alignment is ~~identified~~ selected by the Sound Transit Board of Directors..."

Appendix B

22. P.B5 Overlake Village Map – Delete light rail alternative alignment on Bel-Red Road. Also revise per comment 19
23. P.B37 RCDG 20C.45.40-130: Revised Draft Overlake Arterial Streets Cross Sections – In order to provide for a light rail corridor on 152nd Ave NE removal of the median and on-street parking would provide only 28 feet for the light rail guideway. Sound Transit light rail design assumes 30 feet.

Appendix C

24. P.4 While part of the Link Light Rail system, the Tacoma Link vehicle will not be used on the East Link Project. Suggest replacing with an image of Central Link vehicle.
25. C - P.11 - Overlake Village Actions Revise per comment 9 and 19
26. P.27 T-4 (sidebar) In the statement " In planning for transit services, Redmond will strive to achieve...• Timely identification of preferred light rail route to

support redevelopment decisions in the next three years.” Please explain what is meant by or what actions Redmond contemplates to “to achieve...timely identification of a preferred light rail route.”

27. P.37 Implementation: 3 – The statement “Identify what can be done before a preferred light rail alignment is selected.” What is meant by “what can be done?”

Appendix E

28. P.E1: **Transit:** Please change the following statements “As part of its recently adopted *ST2 Plan*, Sound Transit is proposing to build an LRT line from through the Bel-Red Corridor in the Bellevue and Overlake Area to Downtown Redmond-known as the East Link Project” to “As part of its recently adopted *ST2 Plan Draft Package*” Sound Transit is proposing to ~~build an LRT line from through the Bel-Red Corridor in the Bellevue and Overlake Area to Downtown Redmond~~ extend the Central Link Light Rail Transit project from Seattle to Bellevue and Redmond via I-90 and Mercer Island - known as the East Link Project.

In the same paragraph it states “Therefore, the LRT line is not assumed in the No Action Alternative, but is included in the Action Alternative.” This should be stricken. See comment 1.

29. P.4 of 10 Transportation Action Alternative RED-OV-035a and RED-OV-035b: Mid-Block Crossings – These two projects would provide mid-block crossings on 152nd Ave NE between NE 20th Street and NE 24th Street, and NE 24th Street and NE 31st Street respectively. The East Link Project D3 Alternative does not assume these crossings and may not be possible due to system design or have operational impacts.
30. P.9 of 10 Transportation Action Alternative RED-OV-071 and RED-OV-085 – Change “NE 40th Street Transit Center” to “Overlake Transit Center” .



August 21, 2007

Leonard McGhee, Segment Manager East Link Light Rail
Sound Transit
Union Station
401 S Jackson Street
Seattle, WA 98104-2826

Dear Leonard,

Thank you for your comments on the Overlake Neighborhood Plan (ONP) Draft Supplemental Environmental Impact Statement (SEIS). We appreciate your comments, both general and specific, and believe that we can address some of your questions and concerns.

It was not our intention for any portions of the Draft SEIS to imply that the East Link Project is predicated on the Action Alternative; these instances will be revised for the Final SEIS. We will also clarify in the Final SEIS when an agency other than the City of Redmond will be responsible for implementing specific elements of the plan, such as light rail or other transit service.

While we recognize that the East Link Project is subject to the approval of a financing plan by the voters in November 2007 and could serve the Overlake Village and Employment Areas under either the No Action or Action Alternative, we felt it important to analyze the transportation system both with and without the presence of light rail. The absence of the East Link Project in the No Action Alternative was intentional as a means of responding to citizen comment and providing a baseline analysis of the transportation system and traffic conditions in the future. In addition, we believe that not including light rail in the No Action Alternative expands the range of alternatives considered and is therefore more consistent with SEPA requirements. For these reasons, we believe it is important to analyze one alternative without light rail. The Final SEIS will better clarify this rationale.

Attached you will find responses to your more specific comments on the Draft SEIS.

If you have any further questions regarding the ONP project or the Final SEIS, please contact Lori Peckol at 425.556.2411 or lpeckol@redmond.gov.

Sincerely,

Rob Odle
Planning Director

City of Redmond
Overlake Neighborhood Plan Update and Implementation Project
Draft Supplemental Environmental Impact Statement
Response to Sound Transit Review Comments
August 21, 2007

Specific

3. P.i. – Fact Sheet – Description of Proposal, 3rd paragraph was revised per Sound Transit’s suggestion but retains a reference to Downtown Redmond, as our modeling included that location as the system’s ultimate terminus.
4. P.5 – Project Background, 3rd bullet: Other facility improvements could include those associated with Metro’s Rapid Ride bus rapid transit system, stormwater management facilities, and roadway improvements within the neighborhood boundaries.
5. P.8 – Section 1.6.2: The second station location is now referred to as “in the vicinity of” or “near” NE 40th Street.
6. P.23 – Figure 2-1: No Action Alternative – Overlake Village: The East Link Light Rail Project has not been added to the No Action Alternative per comments in letter above.
7. P.26 – Figure 2-4: No Action Alternative Transportation Projects: The East Link Light Rail Project has not been added to the No Action Alternative per comments in letter above.
8. P.29 – Transit projects, 1st bullet now indicates that the development of light rail transit service and stations is a Sound Transit project and includes a statement that the light rail project is in the early stages of design and environmental review by Sound Transit.
9. P.29 – Transit projects: The BRT service mentioned in the second bullet and on Figure 2-9 is part of King County Metro’s “Transit Now” service (RapidRide). The peak period commuter bus mentioned in the second bullet and on Figure 2-9 is likely to be part of Sound Transit’s future service. The service provider and status of planning has been clarified.
10. P.31 – Figure 2-5: Action Alternative – Overlake Village: The Bel-Red Road alignment was removed from this graphic as the alignment is no longer being considered. The potential station behind Safeway was shifted so that it is not depicted as being on a curve.
11. P.50 – Table 3-8, 1st row/2nd column: The statement that no light rail is assumed as part of the East Link project has been clarified, but the East Link Light Rail Project has not been added to the No Action Alternative per comments in letter above.
12. P.50 – Table 3-8, 2nd row/2nd column: The statement was revised to suggest that the target housing density and mix of uses would provide moderate support for transit.

13. P.90 – 2nd sentence was revised to reflect more specific timing of vote in November 2007.
14. P.90 – 1st paragraph, last sentence was revised to reflect Sound Transit's anticipated timing for release of a draft EIS.
15. P.91 – Table 3-16: Revisions were made to suggest that Redmond will work with Metro or Sound Transit to provide transit services and facilities as appropriate.
16. P.101 – 3.6.4.2.1: The transit mode share assumption used in transportation modeling is based on a review of existing conditions and mode splits from regional models. The BKR model projected that 15.1 percent of the PM peak hour trips in Overlake would use transit.
17. P.101 – 3.6.4.2.1: A note has been made to clarify that Sound Transit will forecast ridership using its own transit forecasting model and that the results will likely be different.

Appendix A

18. P.A9 – Policy N-OV-28 was revised to suggest that the City will provide a transit supportive environment and work with transit providers to provide services such as light rail and bus rapid transit.
19. P.A10 – Policy N-OV-35 was revised to allow for more flexibility for the possible light rail alignments through Overlake Village and to allow for modifications to the station location that still address the community vision.
20. P.A13 – Policy N-OV-54, 4th bullet was revised to suggest that Redmond will work with Metro or Sound Transit to provide effective transit facilities and routes.
21. P.A15 – Policy N-OV-66 was revised to clarify that the light rail alignment will be selected by the Sound Transit Board of Directors.

Appendix B

22. P.B5 – Overlake Village Map: The Bel-Red Road alignment was removed.
23. P.B37 – RCDG 20C.45.40-130, Revised Draft Overlake Arterial Streets Cross Sections: The cross-section for 152nd Avenue NE has been revised to accommodate light rail in 30 feet of right-of-way. We have added an additional 2 feet to the median, which, along with on-street parking, could be removed to accommodate light rail.

Appendix C

24. P.4 – Redmond will contact Sound Transit for a photo of a Central Link vehicle to replace the image of a Tacoma Link vehicle.
25. P.11 – Overlake Village Actions: The Bel-Red Road alignment was removed from the map. Service providers will be added to the legend for both bus rapid transit and light rail.

26. P.27 – T-4 sidebar: We have revised the second bullet in this sidebar to read: “Timely identification of a preferred light rail route through continued collaboration with Sound Transit...” This is intended to reflect our commitment to coordination with Sound Transit on planning for the East Link line.
27. P.37 – Implementation, bullet 3 refers to supportive planning actions Redmond can take to help Sound Transit in the selection of a preferred light rail alignment, such as aiding with public outreach and evaluation of potential ridership, among other issues.

Appendix E

28. P.E1 – Transit: The identified statements regarding the background on the East Link Project have been revised per Sound Transit’s suggestions.
29. P.4 of 10 – Transportation Action Alternative, RED-OV-035a and RED-OV-035b, Mid-Block Crossings: The mid-block crossings on 152nd Avenue NE identified on the proposed project list are meant as interim projects until new street connections at NE 28th and NE 23rd Streets are improved.
30. P.9 of 10 – Transportation Action Alternative, RED-OV-071 and RED-OV-085: NE 40th Street Transit Center will be changed to Overlake Transit Center.

City of Bellevue



Post Office Box 90012 ■ Bellevue, Washington ■ 98009 9012

May 4, 2007

Rob Odle, Planning Director and Responsible Official
City of Redmond
P.O. Box 97010
Redmond, WA 98073-9710

RECEIVED

MAY 11 2007

**PLANNING DEPT.
CITY OF REDMOND**

RE: Comments on Overlake Neighborhood Plan Draft Supplemental Environmental Impact Statement

Dear Mr. Odle:

Thank you for the opportunity to review and comment on the Draft Supplemental Environmental Impact Statement (SEIS) which has been prepared for the update of the Overlake Neighborhood Plan. We appreciate the on-going efforts regarding collaboration on both cities' respective planning efforts in Overlake and Bel-Red. Staff from each city have met on a regular basis with each other, and participated at public events being held by the other city. We look forward to continued collaboration as both cities continue our respective planning efforts, and coordinate on implementation work. The planning that is underway in the Overlake area of Redmond and the Bel-Red area of Bellevue provide exciting opportunities for each respective city and the greater Eastside. However, each city must also be diligent about ensuring that the impacts of this growth does not adversely impact surrounding neighborhoods and the overall transportation system.

We have the following comments on the SEIS for your consideration:

1. **Alternatives:** We understand that the preferred alternative being analyzed in the SEIS assumes both a greater amount of growth than the "No Action" alternative, and also assumes a greater amount of public investment necessary to support it. We appreciate the acknowledgement of the connection between growth and infrastructure to support it, and agree that this will be a critical element in ensuring that the assumed land use can be accommodated. As both Redmond and Bellevue work to implement our respective plans in the coming years, we believe that phasing growth in over time according to the infrastructure will be a critical element in being able to allow growth without impacting surrounding neighborhoods. In particular, this critical phasing of land use and infrastructure should include transportation capacity, within both the host city and the neighboring jurisdiction. Both cities should look at the phasing of growth both independently and collectively in the update to the current BROTS agreement.
2. **Land Use:** The action alternative contemplates a greater amount of future commercial and housing development than does the No Action alternative. The action alternative also appears to contemplate allowing greater residential heights (up to 10 stories) than the "base" height of 5 stories in the Overlake Village area, to be reached through incentives. Allowing greater building heights in exchange for incentives is something that Bellevue is analyzing in the Bel Red corridor as well. However, our steering committee has directed city staff to provide a view analysis, looking at potential impacts of greater building heights on surrounding neighborhoods, and we plan to incorporate that into our Final EIS for the Bel Red project. Given the proximity of surrounding residential neighborhoods to Overlake, we believe that any additional height contemplated in Overlake (even if achieved through incentives) should be evaluated through a similar view analysis to ensure that there are no adverse impacts from light, glare, etc. This view analysis should include

perspectives from surrounding Bellevue neighborhoods, and should be conducted prior to any decision on additional building heights.

3. Transportation: As you are aware, Bellevue is contemplating changing the vision for the Bel-Red Corridor to allow new land uses and additional growth in the area, particularly office and residential growth. We have attempted to identify multi-modal transportation solutions to mitigate these impacts, including improving the regional system consistent with adopted plans, improving connections to the regional system, increasing general purpose road capacity, creating more arterial connections, and improving transit. Additional growth in Redmond Overlake (particularly as contemplated in the current "ambitious" alternative) will clearly require additional improvements to the transportation system serving the Overlake area, including in parts of Bellevue. We are encouraged that the SEIS seems to indicate some improvements in Overlake in the action alternative, in part through the use of aggressive transportation demand management (TDM) measures, especially parking management, and greater transit use. We hope that Redmond is strongly committed to implementing those measures (particularly TDM measures), as they will be critical to mitigating traffic impacts from the employment area of Overlake. Along that line, given that most available transit will have to operate in mixed flow on arterial streets, it will be important to minimize congestion related delays wherever possible.

We are concerned that some of the specific transportation assumptions understate the impacts of the land use change on our shared local transportation system. More specifically, the inclusion of added capacity on SR 520 only in the Action Alternative directly reduces forecast volumes on arterial streets like 148th Avenue (masking the result of the land use growth). The mode choice assumptions for all trips generated in the Overlake area (20% HOV and 15% transit) may be overly aggressive. Even with these assumptions, the SDEIS identifies (on page 111) at least two intersections of particular concern for LOS at 140th/Bel Red and 140th/NE 20th to which we would add 156th/Bel-Red and Bel-Red/NE 24th, which show a decline from LOS D to E with the Action Alternative.

It is also important to formally reiterate our concern about a project that we expected to be included in your future network, the eastbound SR 520 slip ramp, crossing under 148th Avenue to NE 24th Street. Our previous joint analysis as part of the BROTS N-S study recommended this linkage, and subsequent analysis for the Bel-Red Corridor indicates it would attract significant volume, primarily destined for the Microsoft campus, and provide substantial relief to the very congested intersection of 148th/NE 24th. The impacts of the land use intensification on north-south streets in East Bellevue is a continuing concern of course, and the SEIS acknowledges on page 109 that 60% of the southbound vehicle trips on 148th Avenue (south of Bel-Red Road) in 2030 will have origins in the Overlake area, and another 14% will come from the rest of Redmond. This points out the need for continuing cooperation between our two jurisdictions to jointly identify mitigation for travel impacts.

As we stated in our scoping letter, we are disappointed that Redmond has embarked on a course of transportation modeling that will not allow direct comparison of the transportation impacts of Redmond Overlake land use changes and Bellevue's Bel-Red Corridor work. Bellevue has been continuously improving the BKR model since it was used for the technical analysis a decade ago that supported the current BROTS agreement. As we work in the coming months to reconcile the transportation impacts and mitigation measures for the Bel Red and Overlake plans, a shared technical approach will again be critical to establishing 1) what the necessary changes to transportation facilities and services are, 2) when they will be needed, 3) how the travel demand and improvement costs ought to be allocated given the planned growth by community, and 4) who will be responsible for leading project implementation. As you know, Bellevue staff has already begun embarking on a sensitivity analysis modeling the transportation impacts of the two plans, using the

May 4, 2007

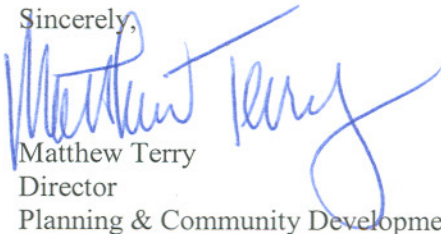
Page 3

BKR model as a base. We hope that this work can lead to agreement on the technical basis for upcoming work on the overall update of the BROTS agreement..

4. Timing of Plan Approval: We appreciate you including appendices in the SEIS outlining proposed Comprehensive Plan updates and proposed updates to Redmond's Community Development Guide to begin implementing the neighborhood plan recommendations. We understand that Redmond plans to adopt the Overlake neighborhood plan update in phases. Given the strong interconnection between future planning for Overlake and Bel-Red, and given that the two cities must work together to jointly identify transportation mitigation strategies, we believe that both cities should adopt our respective plans in the same general timeframe, and make sure that we are well on the way to having an updated BROTS agreement before adoption of either plan. While we appreciate the work that has taken place so far between staff from both cities on working on framing this work, we still have much more to do before we can be assured that the transportation impacts of the two plans combined can be mitigated. We strongly urge that Redmond not adopt any plan or regulatory updates that enable greater amounts of land use development than are already allowed in the BROTS interlocal, in advance of both cities' agreement on the update of BROTS.

We look forward to continuing to work with Redmond as we work towards jointly analyzing transportation projects and other implementation measures that will support these two important planning efforts. Thank you again for the opportunity to comment on the Draft SEIS.

Sincerely,



Matthew Terry
Director
Planning & Community Development Department



Goran Sparrman
Director
Transportation Department

cc: Steve Sarkozy, City Manager
Dan Stroh, Planning Director
Kris Liljeblad, Assistant Director, Transportation



August 20, 2007

Matthew Terry, Planning and Community Development Department Director
Goran Sparrman, Transportation Department Director
City of Bellevue
PO Box 90012
Bellevue, WA 98009-9012

Dear Matthew and Goran,

Thank you for your comments on the Overlake Neighborhood Plan (ONP) Draft Supplemental Environmental Impact Statement (SEIS). We appreciate and support the on-going collaboration between the cities' respective planning efforts in the Overlake and Bel-Red planning areas. We believe this letter will address some of your questions and concerns.

1. Alternatives: The Action Alternative analyzed in the SEIS assumes both a greater amount of growth through 2030 than the "No Action" alternative, and a greater amount of public investment to support it. We agree that phasing growth over time will be a critical element in allowing additional development capacity while minimizing impacts to surrounding neighborhoods. The proposed policies under review by the Planning Commission include support for considering phased increases in the zoning capacity in the Employment Area. The proposed policies also support linking those increases to additional housing development in the neighborhood, improvements in transportation and/or transit facilities or services, achievement of goals related to mode splits, and the adequacy of parks or emergency services. We will examine this issue in more depth as part of our collective work with Bellevue on updating the BROTS agreement
2. Land Use: The Action Alternative allows for greater heights beyond the "base" height of 5 stories in the Overlake Village portion of the neighborhood through a proposed bonus incentive program. For the majority of sites, a maximum height of 8 stories could be achieved through this program; on the two sites identified for regional stormwater management facilities, a maximum height of 9 stories could be achieved. Group Health has included a similar bonus incentive program as part of their proposed amendment which would allow residential and hotel buildings to achieve a maximum height of 12 stories.

Your letter requests that the Final EIS include a view analysis to ensure there are no adverse impacts from light or glare on surrounding residential neighborhoods. Redmond's Community Development Guide includes regulations for exterior lighting to protect residential neighborhoods from light trespass. Proposed design standards for Overlake would strengthen existing design standards by calling for use of building materials that minimize light and glare.

A small portion of the Overlake Village District borders a residential zone that is located on the west side of 148th Avenue NE, north of SR 520. The height in this location is proposed to be limited to 6 stories. Single family neighborhoods to the south and east are separated from the Overlake Village by commercial zones in Bellevue.

Finally, neither Redmond nor Bellevue has identified public view corridors in this area. In the absence of established public views to be protected, we are unclear on the purpose and need for view analysis through the Final EIS for the Overlake project.

Redmond staff has worked with Bellevue staff to provide information on potential building heights and locations within Overlake Village for the view analysis conducted for the Bel-Red Corridor. Further, we will continue to work with Bellevue staff to identify those locations of specific interest within Bellevue regarding this topic.

3. Transportation: The proposed transportation actions associated with the Action Alternative include a number of multi-modal projects and programs. These improvements include new pedestrian and bicycle networks, greater efficiency of the existing roadway network, new local street connections, and transit facilities. Redmond is also committed to the transportation demand and parking management program actions that are contained in the proposal, as these will play an important role in helping Overlake achieve the proposed 40 percent non-single-occupancy-vehicle mode share target for 2030. In response to your comments, we are including an eastbound SR 520 slip ramp in the Final SEIS. We recognize the concerns regarding north-south streets in East Bellevue, and are committed to jointly identify transportation needs and solutions in this area. Further, we agree that a shared technical approach will be critical to identification of that mitigation.

Regarding SR 520, both alternatives include the assumption of a six-lane, tolled facility across Lake Washington between I-5 and Bellevue Way (four general purpose lanes and two HOV lanes). The Action Alternative also includes an assumption for transportation improvements east of 108th Avenue NE to add freeway capacity by adding general purpose lanes and making interchange improvements at key locations.

The mode share assumption for the 2030 Action Alternative is roughly the same as the mode share assumed for the BKR model that was provided by Bellevue as the No Action Alternative.

4. Timing of Plan Approval: Consistent with the timeline we established and have communicated since the beginning of this project, we are seeking approval of the proposed updates to the Redmond Comprehensive Plan policies and Redmond Community Development Guide regulations contained in Phase 1 of the Overlake project by the end of 2007. The proposal began review with Planning Commission on May 23, 2007 and will likely finish review with that body by the end of August. The proposed Phase 1 updates set the framework for our continued coordination with Bellevue through joint work on an updated BROTS Agreement and consideration of Phase 2 amendments next year. However, this first phase of proposed updates maintains the City's commitment to the BROTS cap on commercial development and does not contemplate more residential dwellings through 2030 under the Action Alternative than are allowed under current zoning.

If you have any further questions regarding the ONP project or the Final SEIS, please contact Lori Peckol at 425.556.2411 or lpeckol@redmond.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Odle". The signature is fluid and cursive, with the first name "Rob" and last name "Odle" clearly distinguishable.

Rob Odle
Planning Director



May 17, 2007

Jayme Jonas, Assistant Planner
City of Redmond Planning Department
15670 NE 85th Avenue NE
Redmond, WA 98052

SUBJECT: Overlake Neighborhood Plan Comments

Dear Jayme;

Thanks for taking the time with us to review pending revisions to policy and site requirements on the Overlake neighborhood. As we discussed, Microsoft believes that there are opportunities to further improve the proposed regulations in the following areas:

1. 20C.45.40-050 (3)(a); Building Height – We recommend that the regulations be modified to allow an addition floor v. specifying 15 feet in the code. This would allow greater flexibility in floor-to-floor design in the future while maintaining the intent of the policy.
2. 20C.45.30.40, Permitted Land Uses – Convenience service and retail uses should be allowed to have sufficient signage and seating capacity to make them viable while maintaining the intent of not drawing numbers of customers from outside the district.
3. Policy N-OV-36, Transit – Microsoft believes that we should leave open the possibility of an additional light rail station at NE 51st/SR520 given the amount of commercial and residential (current and future) within walking distance of this location. With Microsoft's purchase and expansion of the former Safeco campus, and the potential that a developer could expand on the currently vacant Nintendo property, there is sufficient critical mass to support a station at this location.
4. Policy N-OV-41, Parking – Microsoft believes that reducing parking around transit stations may be the wrong solution. In many other light/heavy rail systems around the US transit agencies are adding parking given

additional user demand. In addition, if East Link terminates in Overlake, even for a short term period, traffic and parking will be drawn to this location, requiring additional parking in an area already under parked.

5. Policy N-OV-43, Parking – Microsoft does not believe a residential parking permit system is necessary given that even with current parking pressures on our campus we have never had a complaint from the Grass Lawn, Bridle Trails or Sherwood Forest neighborhoods on this issue
6. Policy N-OV-33, Pedestrian & Bicycle Environment - Microsoft believes that in some cases this requirement may be redundant. For example, on 156th Avenue NE and NE 40th Street adjacent to our main campus sidewalks are sufficiently wide to allow multiple modes. Adding a foot or two to the sidewalks in these locations would not be as effective as using this funding for other locations where sidewalks are currently not available.
7. Policy N-OV-67, Employment Area - What is “moderate intensity”?
8. Policy N-OV-68, Employment Area - What is “higher intensity”?
9. Policy N-OV-75, Employment Area - Where exactly are the two parks proposed to be located in the Employment Area?

Thank you for the opportunity to provide input into the planning process for Overlake. Please contact me at 425-707-5076 if you need further clarification.

Sincerely,

Jim Stanton, Sr. Community Affairs Manager
Microsoft Real Estate & Facilities

Cc: - Don Marcy – Cairncross & Hemplemann

Jayme Jonas

From: Jayme Jonas
Sent: Wednesday, June 06, 2007 3:28 PM
To: 'Jim Stanton'
Cc: Lori Peckol
Subject: Overlake Neighborhood Plan comments

Jim,

Thank you for your letter dated May 17, 2007 with comments on the Overlake Neighborhood Plan proposed policies and regulations. We wanted to get back to you regarding how we've responded to your comments in the proposals that are under review by the Planning Commission. Planning Commission began review of both the Overlake Neighborhood Plan amendment and the Group Health requested amendment on May 23. The public hearing began on May 30 and will remain open through at least June 20.

1. Building height: The regulations were modified to allow an additional floor, rather than specifying 15 feet. This is consistent with other places in the code that allow for a similar provision.
2. Convenience uses: The regulations related to signage for convenience service and retail uses were revised to allow for limited signage so that employees are aware of such businesses. The seating capacity for restaurants fitting this type of land use category was maintained so as to be consistent with similar seating capacity limitations for restaurants that serve primarily employees in other city zones. Restaurants that are solely for employee use do not have seating capacity limits.
3. Light rail stations: No revisions were made to Policy N-OV-36 discussing light rail stations. I believe that a follow up meeting was scheduled with you on this issue.
4. Parking near transit stations: No revisions were made to Policy N-OV-41 which suggests considering reducing or eliminating parking minimums for developments near transit stations. In this case, a maximum parking standard would still apply, but developers would be enabled to provide as much (up to the maximum) or as little parking as the market demands. Lessons may be learned related to this issue from the parking study currently underway for Downtown Redmond that could apply to Overlake.
5. Parking: No revisions were made to Policy N-OV-43 which, in part, calls for monitoring the need for a residential parking permit system in the residential neighborhoods surrounding the Employment Area. We appreciate that Microsoft has never received a complaint from residents in these areas regarding parking, but recognize that some parking impacts could occur in these neighborhoods over time. This policy does not require such a parking permit program be established, but simply provides guidance to the City that this situation be monitored periodically in the future.
6. Multi-use trails: In response to this comment, staff revised the Administrative Design Flexibility (ADF) provision in the proposed regulations to apply to the Employment Area also. This allows for flexibility on sidewalks provided the request meets ADF criteria.
7. Intensity: "Moderate intensity" is generally described by regulations contained in the site requirements chart, such as allowed FAR, allowed height, building set-backs, etc.
8. Intensity: While "higher intensity" uses are not generally described in the site requirements chart or in other places in the Overlake regulations, this policy provides guidance for supporting and encouraging development that can support the existing transit station at NE 40th Street.
9. Employment Area parks: The 2 parks identified in the existing Parks, Recreation and Open Space (PRO) Plan are generally described as: one on the West side of SR 520, and one on the east side of SR 520 south of NE 40th Street.

Please let me know if you have any additional questions or comments.

08/21/2007

Thanks,
Jayme

Jayme Jonas, Assistant Planner
Redmond Planning Department
15670 NE 85th Street, MS 4SPL
Redmond, WA 98073-9710
Phone: (425) 556-2496
Email: jjonas@redmond.gov

08/21/2007

Lori Peckol

From: Hank Myers [hank@hankm.com]
Sent: Thursday, April 19, 2007 8:46 PM
To: Lori Peckol
Subject: Overlake Neighborhood web feedback

Hi Lori:

I just took the Overlake neighborhood survey as you suggested. Problems: single line comments boxes had limits on response length so that cogent and reflective comments could not be made; there was no general comment box, only the questions that the survey wanted addressed were available; when I submitted the survey I got a broken link. I am happy to respond to the question, but after filling everything out carefully I don't know if my comments were even transmitted. Whoever did the survey for you, exclude them in the future and tell them why.

Getting back to the issue I raised directly about transportation.

While improvements (not reductions in capacity) along 148th would be nice, improvement in flow speed and capacity along NE 24th is vital before any increases in density are allowed.

Second, going from four traffic lanes on 152nd to two is bad planning. The rationalizations you made for having fewer than three lanes were actually contradictory. The plan that was presented to the panel was for a three lane traffic pattern with bike lanes on each side of the street. The new rationale doesn't address bike lanes but provides parking (I'm assuming parallel parking) next to the single traffic lane in each direction. Parked cars really slow down traffic, just look at Main Street in Bellevue between Bellevue Way and 100th NE. Having drivers exit their cars into the single (and assumedly congested) lane of traffic is a safety problem, and a traffic distraction. You said that the parking would provide a buffer for pedestrians, but the original plan had bike lanes serving that purpose and helping traffic flow. Redmond has used trees, raised planters and other much more attractive and non-invasive. Providing safe and attractive sidewalks is not inconsistent with accommodating vehicle traffic flow on the street. Get the cars off the street and use the space to encourage all forms of transportation.

I guess that is direct as I can be, and look forward to a direct response.

Best wishes and thanks for your ear.

Hank Myers
MTC



August 28, 2007

Hank Myers
17409 NE 22nd Street
Redmond, WA 98052

Dear Mr. Myers,

Earlier this year you participated in the on-line survey for the Overlake Neighborhood Plan update. You also provided comments about transportation planning for the area and while I'm not sure whether you intended those comments in response to the Draft Supplemental Environmental Impact Statement (SEIS) we had released, I wanted to respond within that context as part of completion of the Final SEIS.

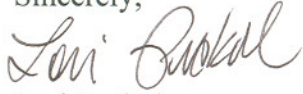
Regarding NE 24th Street, the Final SEIS includes a proposed eastbound SR 520 slip ramp at 148th Avenue NE and NE 24th Street. The intent of this project is to reduce the potential for increased traffic impacts at the 148th Avenue NE/NE 24th Street intersection by providing an alternative route through the area. The proposed transportation improvements also include the construction of additional local streets in the Overlake Village District to alleviate pressure on the arterials.

Under the Action Alternative, the proposed cross-section for 152nd Avenue NE does include bike lanes as well as two general purpose lanes and on-street parking. Since each of the proposed light rail transit (LRT) alignments under consideration by Sound Transit include a portion of 152nd Avenue NE, we anticipate that this cross-section would need to be transitioned in the future to accommodate light rail transit (LRT), which will require 30 feet of the right-of-way. This could be accomplished in at least two ways. One option is to remove the median and on-street parking in locations where additional space is needed for LRT. Another option is to remove the median, bike lanes, and one side of the on-street parking where space is needed. Consideration of these and other alternatives would occur as part of final design of the alignment.

The 152nd Avenue NE/NE 24th Street intersection is currently operating at a level of service C during the PM peak hour. Transportation analysis conducted as part of the proposed neighborhood plan update indicates that under the No Action Alternative, the PM peak hour level of service at this intersection is anticipated to worsen to LOS E. However, under the Action Alternative, the level of service at the intersection is expected to remain at C. We anticipate that these results are due to the proposed transportation improvements together with other strategies in the Action Alternative.

We appreciate your comments and your participation in the planning efforts for Overlake. I hope this response addresses some of your concerns. If there is anything else we can provide at this point, please contact me at 425.556.2411 or lpeckol@redmond.gov.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lori Peckol".

Lori Peckol
Policy Planning Manager

Lori Peckol

From: Ken Schiring [kschiring@westernintech.com]
Sent: Monday, April 23, 2007 8:29 AM
To: Rob Odle
Cc: Lori Peckol
Subject: Overlake Neighborhood SEIS

Good morning Understandably I haven't been able to do justice to this statement. But in the review I have done in both this SEIS and

Supplemental hand-outs one statement caught my eye. On a fly sheet headed Existing Patterns, in the "City Actions" at the bottom

was a statement proposing allowing BROTS to expire in 2012. If I'm not reading this out of context this is certainly a "red flag".

The combined growth of the adjacent Overlake areas will demand, more than ever, the cooperative guidance that BROTS provided.

The "caps" will have to be revised to allow both cities to develop these vital areas. Rather than "allowed to expire", as soon as both

Cities approve their future growth plans, BROTS should be reconvened and up-dated. New "cap" will have to be agreed upon and then

address the transportation challenges this expansion will bring to both cities.

I have been disturbed through the entire process of planning for Bel-Red and Overlake that we have not had a more direct inter-face

to compare plans and impacts. This really should not be looked as a Bellevue project and a Redmond project. Streets, traffic and the

light rail tie these vital areas together as one. We need the cooperative agreements that have been representative of our relationship through the '80's and 90's.

Having been a Bellevue representative, along with Bob Steed, on the Redmond Overlake CAC in 1996-97 I've experienced the joint concern

and cooperation of development through the years of this area.

Thank you for the opportunity to comment

Ken Schiring - Purchasing
Western Integrated Technologies
Bellevue WA
(425) 747-0927



August 28, 2007

Ken Schiring
16223 NE 28th Street
Bellevue, WA 98008

Dear Mr. Schiring,

Thank you for your comments on the Overlake Neighborhood Plan (ONP) Draft Supplemental Environmental Impact Statement (SEIS). We appreciate your comments and your long standing participation in planning for the future of the Bel-Red and Overlake areas.

We agree that the cities of Redmond and Bellevue have a long and valuable history of collaborative planning in the area that has served both communities well. Updating the Bellevue Redmond Overlake Transportation Study (BROTS) Agreement, including phasing for commercial development and transportation projects and strategies, is a high priority for both cities and we anticipate that the update will be completed in 2008.

The "Existing Patterns" alternative is Redmond's "No Action" alternative for purposes of environmental analysis. This alternative does not assume a new BROTS agreement because it is intended to reflect a true no action scenario. In contrast, the Action Alternative does assume an updated BROTS agreement and the proposed Overlake Master Plan includes this step as one of the implementation actions.

While the Overlake and Bel-Red Corridor projects have not been undertaken as one joint effort, the cities of Redmond and Bellevue have updated each other on the planning work and coordinated throughout the process. This has included meetings on topics such as modeling and transportation assumptions, staff participation at neighborhood meetings, joint City Council meetings, and other coordination efforts.

We agree that Overlake and the Bel-Red Corridor are two vital areas within the greater Bellevue-Redmond corridor, and we look forward to continued collaboration in the planning and implementation of plans for these areas.

If there is anything else we can provide at this point, please contact me at 425.556.2411 or lpeckol@redmond.gov.

Sincerely,

Lori Peckol
Policy Planning Manager

5. Distribution List

5.1 Federal Agencies

US Environmental Protection Agency (USEPA), Region X
US Army Corps of Engineers
Department of Housing and Urban Development, Washington State Regional Office
Federal Highway Administration

5.2 State Agencies

Commission to Washington State Utilities and Transportation
Washington State Department of Trade and Economic Development
Washington State Department of Ecology and GMA Coordinator, Environmental Review
Section
Puget Sound Water Quality Action Team
Washington State Ecological Commission
Washington State Parks and Recreation Commission
Washington State Department of Fish and Wildlife
Washington State Department of Natural Resources, SEPA Center
Washington State Department of Community Development, Growth Management Program
Washington State Department of Financial Management
Washington State Department of Transportation
Washington State Department of Transportation Office of Urban Mobility
Washington State Department of Social and Health Services
Washington State Department of Corrections
Washington State Interagency Committee on Outdoor Recreation
Washington State Department of Health
Washington State Superintendent of Public Instruction
Washington State Office of Archaeology and Historic Preservation

5.3 Regional Agencies

Puget Sound Clean Air Agency
Seattle-King County Economic Development Council
Puget Sound Regional council
Bellevue School District
Lake Washington School District
Sound Transit

5.4 King County Agencies and Office

King County Department of Natural Resources and Parks
King County Department of Natural Resources, Water Pollution Control Division
King County Department of Development and Environmental Services
King County Department of Transportation
King County Metro Transit Environmental Planning
King County Historic Preservation Program

Office of the King County Executive

5.5 Neighboring Cities

Bellevue
Kirkland
Issaquah
Woodinville
Sammamish

5.6 Utilities and Services

Puget Sound Energy

5.7 General Interest Groups

Eastlake Washington Audubon Society
Greater Redmond Chamber of Commerce
Bellevue Chamber of Commerce
Bellevue Downtown Association
League of Women Voters
Muckleshoot Indian Tribe
Snoqualmie Tribal Council
Tulalip Tribes of Washington
East Bellevue Community Council
Bridal Trails Community Club

5.8 Libraries

Municipal Research Center Library
King County Library System
Redmond Regional Library
University of Washington Library
Bellevue Public Library
Kirkland Library

5.9 Newspapers

Seattle Times
Seattle Post-Intelligence
Kirkland Courier Review
Redmond Reporter
Daily Journal of Commerce

6. List of Acronyms

AWDT	Average Weekday Daily Traffic
BKR Model	Bellevue-Kirkland-Redmond Model
BLOS	Bicycle Level of Service
BMP	Best Management Practice
BROTS	Bellevue-Redmond Overlake Transportation Study
BRT	Bus Rapid Transit
CAO	Critical Areas Ordinance
CIP	Capital Improvement Plan
CO	Carbon Monoxide
COE	US Army Corps of Engineers
CPP	Countywide Planning Policies
dB	Decibel
dBA	A-weighted Decibel
EDNA	Environmental Designation for Noise Abatement
EPA	Environmental Protection Agency
FAR	Floor Area Ratio
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
GMA	Growth Management Act
kV	Kilovolt
LID	Low Impact Development
LRT	Light Rail Transit
LOS	Level of Service
MG	Million Gallons
mgd	Million Gallons per Day
MPH	Miles per Hour
MSAT	Mobile Toxic Pollutants
MVA	Megavolt-Ampers
NAAQS	National Ambient Air Quality Standards
ONP	Overlake Neighborhood Plan
PM10	Particulate Matter less than 10 micrometers in diameter
ppm	Parts per Million
PRO Plan	Parks, Recreation and Open Space Plan
PSCAA	Puget Sound Clean Air Agency
PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council
RCDG	Redmond Community Development Guide
RCTV	Redmond Community Television
SEPA	State Environmental Policy Act
SEIS	Supplemental Environmental Impact Statement
SLM	Sound Level Measurement
ST2	Sound Transit 2

TAZ	Transportation Analysis Zone
TDM	Transportation Demand Management
TESSL	Tolt Eastside Supply Pipeline
TMD	Transportation Management District
TMP	Transportation Master Plan
V/C	Volume to Capacity
VMT	Vehicle Miles Traveled
WDOE	Washington Department of Ecology
WSDOT	Washington State Department of Transportation